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DRAFT PROGRAMME OF WORK OF THE STANDING COMMITTEE ON DEVELOPING SERVICES SECTORS: FOSTERING COMPETITIVE SERVICES SECTORS IN DEVELOPING COUNTRIES: SHIPPING

Prepared by the UNCTAD secretariat

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I. INTRODUCTION

1. At its eighth session the United Nations Conference on Trade and Development took important decisions on the institutional reform of UNCTAD to enable it to respond to the new challenges posed by profound transformation in the world order. At the same time the Conference agreed on a reorientation of the substantive work of UNCTAD and defined priority areas and new methods of work. In implementing these new principles the Conference decided to suspend the existing main Committees of the Trade and Development Board, including the Committee on Shipping. They have been replaced by four Standing Committees, one of which is the Standing Committee on Developing Services Sectors which will also deal with shipping matters.

2. In its substantive deliberations on services, the Conference focused on enabling developing countries to benefit from the liberalization of trade in services and on increasing their participation therein. It urged the international community to support the efforts of developing countries to strengthen their productive and export capacity in all service sectors, including shipping. The Conference stressed the need for international cooperation to assist developing countries in improving their international competitiveness and in expanding the contribution of services to their sustainable development. The Conference furthermore recommended that attention be given to increasing trade in services in countries undergoing the process of transition to market economies.

3. Subsequent to UNCTAD VIII, the Trade and Development Board, at the second part of its thirty-eighth session, adopted the terms of reference for the newly-created Standing Committees. In the field of services the Board took the opportunity to revise the previous terms of reference of the Committee on Shipping and to adapt them to new realities. Consequently, it was decided that the Standing Committee, in the field of shipping, should concentrate, inter alia, on reviewing shipping policies in order to identify elements leading to the development of competitive shipping services, enhancing the participation by developing countries in world shipping, reviewing technological developments affecting maritime transport, the consideration of conditions facilitating intraregional and interregional cooperation, efficient conduct of multimodal transport processes and the consideration of various aspects related to increasing efficiency of port operations.

4. The present draft programme of work reflects the terms of reference adopted by the Board as well as major substantive issues affecting the development of shipping and related transport in developing countries. It is intended to assist Governments in their deliberations at the first session of the Standing Committee on Developing Services Sectors (Shipping) to determine the elements and priorities of a programme of work. The draft programme equally takes into account recommendations of various Groups of Experts which were convened recently and which specifically addressed the issue of possible future work of UNCTAD in the field of shipping, ports and multimodal transport. These groups were:

- in shipping, the Group of Experts on Shipping Policy, convened by the Secretary-General of UNCTAD in May 1992; 1/

- in multimodal transport, the Group of Experts on Multimodal Transport, established by resolution 67 (XIV) of the suspended Committee on Shipping and convened in March 1992; 2/ and

- in ports, the Ad hoc Intergovernmental Group of Port Experts, which met in September 1990. 3/

5. A background document (UNCTAD/SHIP/643) summarizing the main findings and recommendations of the studies so far completed in the fields of shipping, ports, multimodal transport as well as technical assistance and maritime legislation has been prepared by the secretariat to facilitate the work of the Committee. Delegations may wish to make use of this document in determining priority areas for the future work programme.

6. As reflected in the Cartagena documentation, it is understood that the actions outlined in this programme also encompass, as appropriate, activities related to countries in transition of Central and Eastern Europe, including the States of the former Soviet Union. In the four-year period between UNCTAD VIII and UNCTAD IX in the above-mentioned fields, efforts will be further strengthened to secure the support not only of governments for this programme but also that of the NGOs, the private sector and research institutions.

II. DRAFT PROGRAMME OF WORK (SHIPPING)

A. Issues to be addressed

7. Work to be carried out in the field of maritime and related transport services shall concentrate on analysing ways in which maritime transport can most beneficially develop, thus contributing to the accelerated development and facilitation of international trade, in particular of developing countries, bearing in mind the relationship between the provision of maritime transport and other sectoral services. Particular attention should be paid to the analysis of economic and development aspects of shipping as well as to the related national policies, thus also determining the contribution of the maritime and related transport services to a process of achieving sustainable development.

8. The growing interdependence of the world economy and increasing globalization of production processes depend on the provision of adequate transport processes. Consequently, maritime transport in developed countries has undergone a process of structural and organizational changes leading to an integration of shipping, ports and land-transport services and the emergence of the transport chain concept as embodied in multimodal transport operations. This new approach to international transport has, however, been largely confined to trades between developed countries. Developing countries in their majority have so far not been able to create the necessary conditions for a new transport system to be introduced and have consequently largely failed to draw potential benefits therefrom.

9. In order to ensure that developing countries benefit from the provision of efficient ocean transport and related services and increase their participation therein, a number of institutional and operational issues will

have to be addressed both at the national and international levels. There is a need for national, regional and international shipping policies based on the new realities in the global economy and the growing interdependence in all services sectors. Such policies must aim at improving the efficiency of all services related to transport and infrastructure facilities. Commercialization and privatization of public sector companies are primary means of freeing this sector from the still prevailing public services approach with its inherent tendency to conceal inefficiencies. These structural adjustments are necessary to improve conditions for intensified cooperation aiming at reducing the technology gap between developed and developing countries in maritime and related transport and accelerate the development of this sector.

10. For developing countries to maintain or, in most cases, to gain a significant position as producers of maritime transport services, where ownership and flag are no longer central elements, it is crucial that competitive and exportable services be produced that can be offered in an increasingly international market. Developing countries' carriers can generally not restrict their activities to national trades as only a limited number of countries have a sufficiently wide cargo base to ensure commercially-sound shipping services while at the same time fulfilling the demand of shippers for the provision of "adequate" shipping services.

11. Another important problem to be addressed relates to the ownership of shipping companies in developing countries. While this is generally a function of economic policies pursued, in most developing countries shipping is considered a strategic industry and ownership of the companies lies with the State. Even though public ownership does not need to present a problem as such, experience in a number of countries has revealed consequent shortcomings at the managerial level as well as in the attitude of the single shareholder in respect of the financial performance of the company. In order to overcome these problems a programme of commercialization should be set in motion, which should be accompanied by at least partial privatization of national shipping companies.

12. The traditional role of shippers' councils of negotiating freight rates is losing its importance owing to the large-scale breakdown of conference rates structures. Thus, the tasks of a modern and effective shippers' council in a developing country have to go beyond those traditionally performed and be extended to assisting shippers in resolving their daily transport problems and providing advice on practical transport-related issues.

13. The commercialization and in particular the privatization of national fleets require a number of preparatory and supporting measures. These concepts are not an end in themselves, but have to be seen as instruments aiming at the provision of more efficient shipping services. Consequently, they have to be accompanied by a regulatory policy framework aiming at creating or maintaining a certain level of competition between operators. Furthermore, countries might require increased external assistance in the implementation of policies, including in the necessary restructuring of existing maritime institutions.

14. The change in policy direction towards liberalization and removal of market access restrictions has to be seen as a tool provided for the beneficial development of commercially viable shipping services and shipping companies. A larger scale elimination of protective policy elements, while unavoidable, will have to be handled with caution to avoid a situation where existing shipping companies disappear before they are even given the possibility to prove their commercial justification. The problems faced by a major part of the shipping industry of developing countries cannot be resolved overnight. The attainment of a truly liberalized market environment will thus have to be subjected to a phased approach including a transition period which will give developing countries sufficient time to undertake the necessary structural adjustments in their shipping engagement. It is important that the notion of transition not be understood as involving a time-frame only, but above all as a concept of cooperation with the active participation of developed countries geared to achieve necessary restructuring as quickly and smoothly as possible.

15. In the context of integrated transport systems, ports can no longer be considered as terminal points of a transport mode but an essential link in a transport chain. In order to fulfil such a role a number of ports have developed into service centres. The underlying concept of these services centres is to upgrade port activities from pure cargo handling at terminal points to offering a comprehensive transport service package. This concept implies that the port offers services indispensable for the optimization of the whole transport chain. In developing countries, the concept of ports acting as service centres is only very slowly gaining ground. Most ports have tended to remain terminal points, thus making only a limited contribution to the integration of transport processes. Transshipment, distribution centres and trade platforms are all new functions ports are developing to increase their value-added activities. However, unless such changes take place, developing countries may be deprived of the benefits of improved transport systems and be left with heavy investments in transport infrastructure and equipment that may not show the anticipated return.

16. One of the means used by some countries to improve the efficiency of the port sectors is the revision of the role of the public sector in ports. Action taken basically relates to the implementation of privatization and commercialization programmes. The objectives of privatization are to relieve the strains on the national budget, diversify sources for raising equity capital, improve the efficiency of the enterprise, relieve the administrative burdens on government and encourage employees to become shareholders.

17. Containerization has transformed ports and required huge investments. New sizes of containers threaten to force the replacement of equipment before it is fully amortized. Post-Panamax container ships require additional investment in container cranes and possibly strengthening of quays. Electronic data interchange (EDI) is another major change facing ports, which calls for significant investments. The development of international standard codes for ports and ship types are important developments to facilitate EDI.

18. In order to improve the quality of service, a modification of out-dated labour regulations as well as the development and motivation of human resources are essential. In ports of most developing countries there is a

vast need for the training and retraining of staff. New equipment and new procedures resulting from technological change is the main reason as well as the desire to make employees more involved and build up a team spirit.

19. The interface between ships and seaports has greatly improved through containerization while the interface with land transport has lagged behind. Attitudes of all those involved in the transport chain need to change, improved coordination and interaction within the transport chain is required, documentation procedures and formats need to be streamlined, simplified and standardized, the international trade financial transaction process needs to be simplified, the use of the sea waybill should be promoted, introduction of EDI should be accelerated, and inland infrastructure development should be linked to port developments.

20. The 1990s will see new and more structured approaches to environmental management of ports. This stems from the implementation of the principles and objectives of sustainable development and integrated methods of environmental planning and management. Port authorities have to accept the responsibility for sound resource management and environmental protection of port and adjoining coastal zones. Planning for the port would thus involve an optimization of economic activities bearing in mind social and environmental costs. Consequently, port authorities would cooperate with environmental agencies at all stages of the planning process. It is important that Governments and port authorities consider allocating funds to resource management to contribute to the global goal of sustainable development.

21. Transport no longer constitutes an isolated process of moving goods from one point to another but has become an integral part of total production and marketing processes. As a consequence, commercial parties - particularly in North-North trades - are now requesting that such a transport operation be performed under the responsibility of a unique transport operator, as a multimodal transport operation. Being responsible not only for the provision of appropriate transport means but also for the safe delivery of the goods at destination, this operator makes the best use of available transport subsystems with a view to assemble the most efficient and secure transport chain and to reduce transport-related costs, as well as financial costs.

22. Multimodal transport is a service activity. Transport operators are engaged in a fierce competition to satisfy increasingly sophisticated users' needs. This competition is expanding from North-North trade routes and is now being applied to trades involving developing countries. Transport operators are performing a commercial activity which requires national legal frameworks to secure minimum standards in the provision of services, as well as some protection of the interests of the various commercial parties involved. Finally, multimodal transport is an international activity: goods are passing from one country to another and are using various transportation modes; they are subject to different fiscal regimes and are exposed to different responsibility regimes, which both might call for harmonization.

23. Because of its threefold nature: service, commercial and international activity, multimodal transport can only develop through concerted and market-oriented actions between Government authorities and commercial parties; transport providers and users. The late expansion of multimodal transport

towards developing countries is essentially due to communication problems between these entities: lack of preparedness of developing countries' governmental and commercial parties, aggravated by a parallel lack of regulations concerning multimodal transport; and poor level of information and/or understanding of the entire concept and of its influence on national transport capabilities and economies.

24. Because of the complexity of the multimodal transport concept, which not only covers the economic, commercial and operational aspects of the international movement of goods but also all issues related to the responsibility on those goods while travelling, multimodal transport is often hindered by a number of problems which can be described as follows:

(a) the regulatory environment related to trade and transport in most developing countries is often made up of a network of provisions of procedural rather than legal nature;

(b) complicated procedures, including Customs formalities, are sometimes not the result of legally binding regulations or international conventions, but are merely procedures which have developed over the years and which could be simplified without major legislative change;

(c) national trade-related and transport-related legislations are not up to acceptable international standards;

(d) exchange control regulations do not cover the use of multimodal transport documents in documentary credits issued and advised by the commercial banks. Because of the scarce foreign currency funds, opening of a letter of credit is often delayed for long periods of time;

(e) the current status and legal scope of national multimodal transport operators often do not allow them access to the necessary foreign exchange required to operate as international freight forwarders or multimodal transport operators.

25. Among the problems is also the inappropriate choice of trade terms (INCOterms) by commercial parties. Their choice, today, restrains the country from reaping substantial foreign currency savings and promoting the development of local international transport operators.

26. Port authorities, road and rail transport organizations lack coordination and their operations are not always reliable. They do not take advantage of modern transport-related technology such as: containerization, electronic data interchange (EDI) and computer-based management, as means for streamlining throughput and reducing transport costs. There is a lack of modern container transport regulations.

27. In order to reduce the inefficiencies of their national transport and trade system, and to introduce an appropriate environment for the development of multimodal transport, governments should take into consideration the following groups of measures:

(a) regulatory measures to harmonize transport liability regimes and insurance practices, and to provide an appropriate legal framework for the establishment and development of local multimodal transport operators;

(b) trade and transport facilitation measures (Customs regulations, trade and transport documentation, electronic data interchange technology, etc.) and their acceptance by the trading community, transport operators, government agencies, banks and insurance companies;

(c) development policy measures to secure the smooth development of Customs and transport operations/services and to avoid misallocation of resources, particularly regarding the computerization of trade and transport processes (e.g.: ASYCUDA in Customs administration procedures, ACIS in cargo tracking operations, or the use of EDI and UN/EDIFACT standards in commercial transactions) and the improvement of physical infrastructure (Customs facilities, inland clearance depots, intermodal transfer facilities, etc.) and transport equipment.

28. These measures could be formulated as a result of a dynamic and progressive process supported by the necessary levels of policy analysis, conceptual innovation, research and inputs from both governmental and non-governmental experts and actors. Better cooperation between the public and private sectors in the national trade and transport fields should therefore be encouraged by establishing, jointly with the Government, national working groups which can discuss and thus understand the complex issues of the multimodal transport environment and recommend for consideration policy and operational measures to governments and other parties concerned.

29. Ultimately the availability and efficiency of maritime related services depends on the organizational skills, technical knowledge and management abilities of responsible personnel in the private and public sectors. The Committee is therefore concerned with human resource development and the need, in particular, to upgrade shore-based management skills for international transport and related services.

30. Limited human resource bases hinder the role of good management in the trading and transport sectors. Good management encompasses governmental action to establish appropriate frameworks and rules of the game for the effective and proper functioning of markets and a healthy climate for economic activity. Good management also entails the provision of the necessary physical and social infrastructure, concern for the environment, the pursuit of sound macroeconomic policies, the creation of a conducive policy environment, and the development of the human resources required to support economic activity and policies that respect efficiency in the use and allocation of resources. Further, good management requires clear legal frameworks, rule setting and decision-making, as well as transparent processes for the sound management of resources. These practices are prerequisites for the effective development and use of transport.

B. Draft programme of work

1. Shipping

31. Work to be carried out in the field of shipping shall concentrate on analysing ways in which maritime transport can most beneficially develop, thus contributing to the accelerated development and facilitation of international trade, in particular of developing countries, bearing in mind the relationship between the provision of maritime transport and other sectoral services.

32. Specifically, the Committee will focus its work on:

(a) Monitoring developments and analysing related policy issues

(i) Policy issues

- comparative analysis of national shipping policies and their impact on fleet development and service qualities;
- impact of liberalization on fleet development;
- strategies for privatization and/or commercialization;
- analysis of possibilities of cooperation of developing countries at the levels of policy formulation and implementation as well as shipping operations, including the establishment or improvement of intraregional shipping services;
- analysis of conditions for registration of ships and possible action towards implementation of provisions of the United Nations Convention on Conditions for Registration of Ships;
- analysis of legal and commercial conditions which govern fleet development or ship financing;
- promotion of strategies for the establishment of national institutional environment aiming at fostering competitive shipping services;
- application of the provisions of the Convention on a Code of Conduct for Liner Conferences in a liberalized trade environment;
- annual Review of Maritime Transport;

(ii) Issues related to markets

- analysis of the impact of organizational and structural developments on developing countries shipping services;

- analysis of changes in shipper requirements regarding quality and conditions of service, including the relative importance of inventory cost and freight rates and their influence on shippers' decisions on mode and carrier;

- development of shipper/shipowner relations;

(iii) Management issues

- providing assistance in human resource development;

- undertaking feasibility studies for ship acquisition;

- assisting in establishing corporate planning procedures and mechanisms.

(b) Outputs

33. Substantive reports will focus on:

- national shipping policies being undertaken in different countries on liberalization, privatization, etc., and their evaluation;

- national arrangements for fostering a competitive international shipping industry;

- factors which determine the success or failure of developing countries in shipping (such a study may take into account the wider or macroeconomic impacts of shipping in developing countries);

- further in-depth analysis of the ongoing structural and technological developments affecting shipping;

- review and update the recommendations in economic cooperation among developing countries in the field of shipping, ports and multimodal transport;

- changes in shipper/shipowner relations and their implication on the structures and functions of shippers' councils;

- application of existing international instruments in a general environment of progressive liberalization of trade in shipping services;

- necessary restructuring of national shipping lines to increase market orientation and to ensure provision of competitive shipping services;

- human resource development in shipping;

- review of maritime transport.

2. Ports

34. Bearing in mind the important role an efficient port plays in developing trade and its linkage with other service sectors, the main activities should focus on the following:

(a) Monitoring port developments

- Structural changes in trade and their impact on ports: i.e. global markets, trade networks, just-in-time delivery, rationalization of production, distribution and value-added centres, trade logistics platforms;

- Structural changes in transport and their impact on ports; economies of scale, containerization, transshipment (hub and feeder ports), distribution and storage, rationalization and integration of transport chain;

- Technological changes in trade and transport and their impact on ports;

- Institutional changes in trade and transport and their impact on ports: i.e. decentralization, commercialization, privatization, transition to market economies, consolidation of transporters, creation of port communities, environmental regulations, dry ports, free ports, port state control.

(b) Outputs

35. The outputs should be structured and related to the following issues:

(i) Economic, commercial and financial

- Guidelines on port statistics and performance indicators;

- Reference material for port planners;

- Strategic port pricing and port marketing;

- Financing port development and improving cost control;

- Development of free ports.

(ii) Organizational and management

- Methods to develop the port community;

- Administrative structure of ports;

- Human resource development and management;

- Experiences in privatization and commercialization of port facilities;

- Strategic planning for port authorities;

- Risk management and insurance for port facilities and equipment;

- Port management monographs on specific topics.

(iii) Operational

- Break-bulk, neo-bulk, container and bulk terminal operations;

- Computerization, documentation and preparing for EDI;

- Equipment management and maintenance;

- Management of distribution parks.

(iv) Legal

- Port and labour regulations (organization, operations);

- Leasing of port assets;

- Management and ownership of port lands;

- Protection of port interests;

- Liability and responsibility of port authorities and terminal operators and legal insurance requirements.

(v) Environmental

Economic aspects of:

- Environmental audits;

- Management of dangerous and toxic goods in the port area;

- Waste reception facilities;

- Disposal of dredged materials.

3. Multimodal transport

36. Activities in multimodal transport, containerization and technological development should focus on:

(a) Monitoring developments

(i) Structural changes in transport supply:

- Development of multimodal transport systems with potential global effects;

- Possible entry barriers to freight forwarders and multimodal transport operators wishing to enter the international transport market;

- Migration of multimodal transport into physical distribution or "total transport" chains;

- Development of multimodal sea/air transport services;

- Developments in the container-leasing industry, including their effects on developing countries;

- Development of new transport infrastructure with potential global effects (alternatives to the Panama Canal, the advent of double-stack trains in countries other than those where they already exist, etc.);

- Effects of increased competitiveness and liberalization policies on the transport sector of developing countries.

(ii) Structural changes in transport demand:

- Emerging transport and total distribution needs of infant industries in developing countries; and

- Changes in economic systems and their impact on international trade flows and international transport needs.

(iii) Changes in transport technology:

- Developments in EDP in the context of modern transport and the effects of the introduction of EDI development for "multimodal transport systems" relying on EDI and similarly advanced procedures;

- Developments in containerization and related transport technology with potential impacts on countries' transport infrastructure and investment requirements, including maintenance and rehabilitation of those facilities and possible cost recovery schemes;

- Developments in the field of standardization of containers through monitoring and participation in the work of ISO TC104.

(iv) Changes in the institutional environment in developing countries

(b) Outputs

37. Reports should concentrate on individual countries or regions and focus on:

(i) Economic and commercial issues:

- Impact of multimodal transport systems and tariffs on trading opportunities including the need to encourage the creation of joint-venture multimodal transport operations;

- Feasibility of creating national or subregional container pools among multimodal transport operators in developing countries;

- Evaluation of the impact of the introduction of ISO Series 9000 quality standards on the commercial and human resources of transport providers and users from developing countries; and

- Reference document (MT Handbook) for officials and practitioners, setting out the basic concepts of multimodal transport and the major issues to be tackled by the private and public sectors in the process of developing multimodal transport in a country.

(ii) Operational issues:

- Development of inland waterway transport operations in multimodal transport;

- Impact on the transport industry of developing countries of the introduction of EDI and the importance of EDIFACT for effective trade and transport, having due regard for the need to standardize procedures and documentation as the first step in the EDI process;

- Human-resource development management in the field of freight forwarding and multimodal transport.

(iii) Legal issues related to the development of multimodal transport, containerization and technological development:

- Aspects to be considered in the harmonization and subregional coordination of the development of multimodal transport, in consultation with FIATA and other NVO-MTO organizations as appropriate; and

- Introduction of guidelines and models for the harmonization and simplification of administrative and Customs procedures.

4. Maritime and transport legislation

38. In the field of maritime and transport legislation, the activities of UNCTAD should aim at facilitating international trade and transport in developing countries by promoting and establishing a framework of modern, commercial, economic and administrative norms and standards within which industry can operate efficiently. Account will need to be taken of the recent political, social and economic changes which have an impact on international trade and transport. Areas where existing national laws and practices create barriers to efficient transport development will need to be identified with a view to improvement. Activities in the field of maritime and transport legislation should therefore concentrate on the following:

(a) Monitoring developments

(i) Implementation of new transport concepts

- legal aspects of the transport chain; liability regimes; identification of legal obstacles.

(ii) Harmonization of existing legal systems

- efforts to develop consensus on the applicability of harmonized international legal norms and standards providing practical basis for the use and hire of ships.

(iii) Contribution to the implementation of international legal instruments

(iv) Monitoring of legal problems encountered by developing countries with regard to efforts of privatization and regional cooperation

(b) Substantive outputs

- reports dealing with various legal issues governing the transport industry and other service sectors;

- direct assistance on request of developing countries and countries in transition;

- assistance to developing countries to update their maritime and transport legislation;

- developing model legislation.

5. Technical cooperation in the field of transport

39. Depending on the availability of resources and bearing in mind that ILO and IMO are dealing with social and technical issues of maritime transport, technical cooperation activities should be provided on a national, regional and interregional level and should particularly focus on:

(a) Shipping and related services

40. Assistance to developing countries to enable them to develop competitive maritime transport services through advice and training, including on-the-job training with regard to:

(i) Economics and management of shipping including the feasibility of establishing or expanding national or multinational merchant marines taking into account national and regional policy approaches and based on the analysis of national and regional development requirements;

(ii) Transport pricing and improvement of transport efficiency including advice on possible operational arrangements and structural adjustments;

(iii) Improvement of operational efficiency including advice on conference practices, cargo consolidation, pooling of resources, etc.;

(iv) Implementation of resolutions and conventions on maritime transport including those adopted under the auspices of UNCTAD with a view to creating the conditions for greater participation of developing countries in world shipping on a competitive basis;

(v) Consultation machinery including advice on the establishment and operation of shippers' councils and of effective consultation between users and suppliers of maritime transport services.

(b) Port management and development

41. Ports play an important role as outlets for international trade. In fact, the functions of ports are increasing as they convert themselves into "service centres" and become one of the driving forces in the development of the trading activities of the country or region.

(i) Objectives to be addressed:

- how to obtain the maximum benefit from existing port facilities;

- how to develop new physical facilities to cope with changing volumes and types of traffic aimed at satisfactory economic results;

- how to develop new port activities and services to exploit trading opportunities and requirements.

(ii) UNCTAD will provide advice and assistance in the following areas:

- port operations, including methods of improving port productivity, impact on ports of technological changes in shipping and equipment operations and maintenance;

- port administration and organization including roles and regulations, financial management, cost control, port pricing and management information systems;

- port planning, including economic feasibility studies, statistics and performance indicators;

- marketing of new activities and services in the port area.

(c) Multimodal transport, containerization and technological development

42. Door-to-door transport services under a single carrier's responsibility are rapidly developing throughout the world using the latest technological developments in transport. Greater participation by competitive transport operators from developing countries in multimodal transport will not only enhance local transport capabilities but will also result in additional revenue sources and will help in the transfer of modern transport technologies.

(i) Advice and assistance to governments, national entities, subregional organizations and commercial parties such as national transport operators and users, etc., should particularly focus on the creation of the necessary institutional, legal and operational environment so as to enable the implementation of multimodal transport and better use of containerization.

(ii) Facilities to study, promote and train nationals of developing countries are particularly available in the following areas of multimodal transport and containerization with regard to inter alia:

- establishment of national trade and transport facilitation committees with the aim of coordinating national and subregional policies and actions (plan);

- modernization and harmonization of national transport regulations including the drafting of model legislation;

- implementation of facilitation measures related to documents and procedures used in international transport;

- identification and elimination of institutional and operational impediments to door-to-door transport; and

- assistance to policy formulation on future transport investments related to multimodal transport.

(d) Management training

43. In recognition of the fact that there is a large demand for trained personnel in developing countries for the efficient development of maritime services, the established training support programmes such as TRAINMAR and IPP will be continued. The aim of these programmes is to enable countries to identify and resolve their own training problems. The need for professional training services at local, national and regional levels is paramount and can be satisfied quickly only through cooperation mechanisms.

44. UNCTAD's TRAINMAR programme helps maritime management training centres of developing countries to run their own training programmes and, by using a common methodology, to cooperate among themselves to expand the quality and quantity of training available. A network approach has been adopted to allow communal programmes to be developed and new centres to join the programme. However, support from UNCTAD is currently very important for quality control and improvement, broadening of scope, and full transition to a human resource development service for management of the entire maritime related industry.

45. UNCTAD and centres of the TRAINMAR network have developed and are ready to deliver training programmes for policy-makers and senior management in the following fields, under the auspices of its TRAINMAR and Improved Port Performance (IPP) training programmes:

- Multimodal transport;

- Container terminal development;

- Management and maintenance of port equipment;

- Port planning;

- Management of container terminals;

- Management of general cargo operations;

- Legal aspects of commercial shipping operations;

- Maritime documentary fraud;

- Use of computerized information systems in shipping management;

- Practical freight forwarding;

- Chartering;

- Strategic planning of shipping operations.

46. On-the-job training in such fields as strategic planning, marketing, chartering, multimodal transport operations, conference negotiations, port management, etc. can also be arranged on request through UNCTAD's JOBMAR programme.

47. Transport efficiency should be further promoted by continued efforts to develop and implement the Advance Cargo Information System (ACIS). This should also cover the need for improved management skills and better utilization of transport equipment.

Notes

1/ See Report of the Group of Experts on Shipping Policy, TD/B/CN.4/6, Geneva 1992.

2/ See Report of the Group of Experts on Multimodal Transport, TD/B/C.4/342, Geneva 1992.

3/ See Report of the Ad hoc Intergovernmental Group of Port Experts on its session, TD/B/C.4/337, Geneva 1990.